In the Specification:

On page 1, insert above line 1, insert--Priority Claim

The present application claims priority on European Patent Application 03257553.2 filed December 1, 2003.--

Paragraph on line 26 of page 3 has been amended as follows:

--Accordingly, the present invention relates to a process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer ~~according to claim 1 .~~ wherein:

(a) a mixture of a first fuel and air, wherein the first fuel comprises Fischer-Tropsch derived fuel, is introduced in the combustion chamber of the engine;

(b) exhaust gas is discharged from the engine and optionally partly recirculated to the combustion chamber of the engine;

(c) a second fuel and oxygen and/or steam are supplied to the catalytic partial oxidation reformer to produce synthesis gas, wherein the second fuel comprises Fischer-Tropsch derived fuel; and

(d) at least part of the synthesis gas is supplied to:

(i) the exhaust gas aftertreater;

(ii) the combustion chamber of the engine; or to both.--

Paragraph on line 1 of page 4 has been amended as follows:

--Figure 1 shows a process according to an embodiment of the invention wherein synthesis gas is supplied to a NO_X abatement system.--

Paragraph on line 4 of page 4 has been amended as follows:

--Figure 2 shows a process according to an embodiment of the invention wherein synthesis gas is supplied to the combustion chamber of the engine.--

Paragraph on line 7 of page 4 has been amended as follows:

--Figure 3 shows a process according to an embodiment of the invention wherein synthesis gas is supplied to the combustion chamber of the engine together with recirculated exhaust gas.--

Paragraph on line 11 of page 4 has been amended as follows:

--Figure 4 shows a process according to an embodiment of the invention wherein synthesis gas is supplied to both a NO_X abatement system and a solid oxide fuel cell.--

Paragraph on line 4 of page 6 has been amended as follows:

--The use of Fischer-Tropsch derived fuel in a compression ignition internal combustion engine has several advantages. These fuels are highly paraffinic and thus have a high cetane number. Also, ~~there~~ these fuels have a low sulphur content, thereby reducing the risk of sulphur poisoning of any catalytic system. Moreover, these fuels are inherently clean and thus result in lower emissions of particles (soot), NO_X, hydrocarbons and carbon monoxide. Reference is made in this respect to *R.H. Clark et al. "The Environmental Benefits of Shell GTL Diesel", Proceedings of the 4th Int. Fuels Colloquium, 15-16 January 2003, Tech. Akad. Esslingen, Germany.*--

On page 11, delete line 6.

On page 14, above line 1, insert--We claim:--